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No. 15,968. 號八十六百九千五萬一第 日九初月五年元統宣 HONGKONG, SATURDAY, JUNE 26TH, 1909. 大拜禮 號六十二月六年九零百九千一英港香 PRICE, \$3 PER MONTH.

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[a692]

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[a6]

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1.45 p.m. to 2.15 p.m. Every 10 minutes.

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Hongkong, 1st April, 1909. [a549]

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Hongkong, 4th June, 1909. [a55]

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[a51]

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Hongkong, 16th October, 1907. [176]

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Arrive—Mukden ...	2.10 a.m.	Friday	Sunday
Leave—Mukden ...	2.30 a.m.	Friday	Sunday
Arrive—Dairen ...	12.30 p.m.	Friday	Sunday
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Shanghai, 11th June, 1909. [a378]

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Hongkong, 22nd June, 1909. [a41]

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[a42]

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Hongkong, 24th July, 1905. [a651]

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[a45]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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Hongkong, 26th April, 1909.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOGES ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 26TH 1909.

We cannot congratulate the unofficial members of the Legislative Council upon the result of their encounter with the Government on the Opium Bill on Thursday. They went to the Council, so the Hon. Mr. HEWITT said, with the intention of voting against the third reading of the Bill in order to again emphasise their protest against unfair treatment on the part of the Home Government, and they ended by withdrawing the amendment they had submitted. Though this was evidently done with the greatest reluctance, the outstanding fact is that they stultified the action they had very properly taken on the second reading and throughout the discussion on Thursday until the time came for the vote to be taken. His EXCELLENCY's speech does not appear to us to contain any adequate reason for whitening down the strength of the protest by the abandonment of the amendment which the Hon. Mr. MURRAY STEWART had proposed in an effective little speech which we are sure has the cordial endorsement of the community. His suggestion to insert a suspensory clause would have served the excellent purpose of enabling the protest of last week, on the occasion of the second reading of the Bill, to get home. Moreover it would have given the Colony the remote chance that some modifications might be made, particularly now that Lord CREWE, the Secretary of State for the Colonies, has awakened to the fact that the Opium Question is fraught with difficulty. Secondly,

it would have left an opening for, perhaps, an even remoter chance—the chance of a change of Government and a Conservative administration recognising the justice of proceeding more gradually with the reduction of the divan licences. His EXCELLENCY the Governor made the best defence possible for the Imperial Government, but we are constrained to point out that the defence ignored an important fact on which the unofficial contention largely rests. His EXCELLENCY said in effect that no business man would have undertaken to pay a proportion of a loss that could not be estimated, and the inference is that unofficial members made last week an unbusinesslike suggestion. His EXCELLENCY's dictum can be admitted, but the inference it suggests cannot, for the reason that prior to the debate on the second reading it was by no means clear that the loss could not be estimated roughly in the narrow sense, but, broadly speaking, near enough for practical purposes. So far from it being clear that the loss could not be estimated, it seemed reasonable to suppose that it could, because H.E. the Governor referred on March 11th to an estimate of \$500,000 made, we presume, by the Opium Farmer, and that reference contained no suggestion whatever that this was mere guesswork. Naturally, the unofficial members saw no reason why it might not have been referred home as a rough estimate, near enough to carry the inquiry: "What proportion of an amount something like that is the Imperial Government prepared to ask Parliament for?" Surely this was not an impossible suggestion, from a business point of view; in fact, business men made it, and so far as we have been able to learn, the suggestion is one which is generally approved by business men in the Colony. The discussion on Thursday supplies no adequate excuse for "backing down" on the part of the unofficial members. The Government's strong card was that the issue of advantage for tenders for the Opium Farm was already delayed a month or two beyond the usual time, and they urged that to call for tenders before the Bill embodying the new conditions had become law would create such doubts in the minds of the persons tendering, that no reasonable tender would be obtained. We think it will be generally admitted that this contention was effectively answered by the unofficial members. It does not seem to us that the passage of the Bill into law can have the slightest influence on the persons tendering. They, in any case, would submit tenders on definite and fixed terms. There is still the clause—remote though it may be—that the Imperial Government, now that it has begun to realise the difficulties involved, may see the necessity for modifying to some extent their instructions to the Colonial Government. This is what the Colony will continue to hope, and should that hope be realised the Colonial Government, in the matter of the tenders for the Opium Farm, would be in no better position than if the unofficial members had stuck to their guns. The abandonment of the amendment was a mistaken decision but we hope the discussions which have taken place in the Council will nevertheless receive at the hands of His Majesty's Government the prompt and sympathetic consideration desired, and it may, perhaps, not be too much to hope that the decision will be telegraphed before the new tender is accepted.

Mr. Fujimura, of the Independent News Agency, entertained some of the leading Japanese business men and foreign and Chinese journalists of Hongkong to lunch yesterday on board the N.Y.K. steamer *Tango Maru*. Mr. Fujimura leaves for Japan by the *Asa Maru*.

Yesterday's news from Macao was that the rickshaw strike at Macao is still maintained, to the great inconvenience of the general public. Our Macao correspondent mentions that, by inadvertence, he wrote that the licence fee charged rickshaws was \$30 per quarter; it should have been per annum.

Early yesterday morning an Indian constable found a man lying in Des Voeux Road with a fractured thigh and a broken jaw bone. He told the constable that he had been attacked by six men with iron bars, but when taken to the Central Police Station he admitted that his injuries had been received by attempting to climb a down pipe.

We regret to receive news of the death in Manila, of Mr. C. Evans Dale, who had been in the employ of the Daily Press Office as accountant for about twelve months and was returning to his home in Australia. Just before he left Hongkong Mr. Dale was suffering from fever and it was thought the sea voyage would quickly prove beneficial. He appears to have become seriously ill on the voyage and was put ashore at Manila from the s.s. *Prinz Waldemar*, on the 21st inst., being taken to St. Paul's Hospital, where he died at an early hour the following morning. As the cause of death was not clearly ascertainable an autopsy was to be held and the body was to receive Christian burial at St. Pedro Cemetery on the 23rd inst.

For damaging a beacon light near Yau-mai by running his junk into it, Mr. J. H. Kemp at the Magistracy yesterday ordered a seaman to pay \$145, the estimated amount of the damage.

We are informed that during the months of July, August, and September there will be no Evening Service on Sundays at the St. Andrew's Church in Kowloon. The Morning Service will be held at 11 a.m. as usual.

LICENSING COURT.

Mr. E. A. Haselden presided over a meeting of His Majesty's Justices of the Peace held at the Magistracy yesterday afternoon. There were also present—Messrs. J. H. Kemp, J. R. Wood, F. J. Badley, E. A. Irvine, R. H. A. Craig, C. D. Melbourne and A. Shelton Hooper.

The meeting was called to consider an application from Mr. R. H. Whitaker for permission to remove the business carried on by him at 40, 41 and 42, Praya East, under the sign of the Praya East Hotel, to premises numbered 9, Queen's Road East, under the new name of "The Victoria Hotel".

Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) represented the applicant, and objected to Mr. Hooper appearing or acting as a Justice, as he was an interested party, being the agent of the owner of the premises.

A. Hooper stated that he would not vote. The application was considered in camera, and on the court being reopened the Chairman announced that the application had been refused. All the Justices present, with the exception of Mr. Melbourne, voted against it.

CANTON.

[FROM OUR CORRESPONDENT.]

24th June.

THE CANTON CEMENT FACTORY. Literary Chancellor Shum, who is President of the Kwong Tung Government Cement Factory of Canton, has instructed Lau Tsotai, Managing Director of the Cement Factory, to issue a notice announcing that the Factory was established by the Government for the purpose of obtaining funds from the proceeds of sale of the cement and bricks manufactured by the concern, for education purposes, and asking merchants to purchase and use the products of the factory, also to warn the public that the imitation of the factory's trade mark is an offence punishable according to the laws against forgery.

DRAGON BOAT CAPSIZED.

This year the Dragon Festival here was marred by the capsizing of a large dragon boat in deep water in front of the Shamone Bund, resulting in the loss of many lives. There were 90 men in the boat; about 75 of them were saved and the rest were drowned. It is reported that yesterday the River Police recovered eight dead bodies. The accident was caused by the waves from a passing steam-launch swamping the dragon boat.

POSTAL REGULATIONS.

The Imperial Chinese Postal Commissioner of Canton has issued a notification containing the following new regulations:—

1. No railway passengers, etc., will be allowed to carry letters or parcels which ought to be sent through the Post Office.
2. All letters or other postal matter discovered on the train or about to be placed on the train without having passed through the Post Office will hereafter be seized by officers of the Post Office.
3. All letters and postal matter seized by the officers of the Post Office shall be detained and will only be released upon payment of the proper fines.
4. If employees of the railways are discovered infringing the above regulations the matter will be reported to the authorities of the Railway Bureau and they will be either fined or dismissed from service.

CHINA'S REFORMED ARMY.

It has become a common practice amongst the soldiers of the Reformed Army who are granted leave of absence to return to the Army one or two months after the expiration of their furlough, thus causing great annoyance and inconvenience in the Army. In order to put a stop to such conduct the Military Authorities have recently adopted a new regulation to the effect that soldiers exceeding their leave of absence beyond one week will have their wages stopped and be dismissed from the service; besides which they also will be punished in accordance with the regulations referring to deserters.

SIR IAN HAMILTON'S FAREWELL.

MODERN METHODS OF TRAINING.

The following farewell order by General Sir Ian Hamilton, on giving up the Southern Command, has been issued from 141 North House (headquarters) by Brigadier-General Haking, chief of the staff:—

When four years ago the General Commanding-in-Chief found himself faced by the responsibilities of a new appointment, he resolved, in so far as in him lay, to maintain among the troops (Regular and Territorial) entrusted to his charge, the high soldierly standards established by his predecessor, Field-Marshal Sir Evelyn Wood. Further he resolved to try and impart to these same troops, the pith of the experience he had then freshly acquired in Manchurian battlefields.

Especially did he hope he might be able to influence Cavalry against the peace practice of unequal tactics, and encourage Artillery to perfect themselves in the use of concealed positions. It is for others to say whether the work of these years has been good or bad, but certainly if any progress has, in fact, ensued, then it has been due to the sympathy of all ranks with the underlying aim—the aim, that is to say, of preparedness and efficiency for war.

The mission of the General Commanding-in-Chief is now at an end. He bids the troops he has commanded a regretful farewell. He salutes his fellow-workers for the last time, and wishes them the best he can wish them—"Stirring times and rapid advancement."

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

GERMAN FINANCIAL MEASURES.

LONDON, June 24th.

The Reichstag has rejected by 195 votes to 187 the Death Duties Bill, which was the main plank of the Government's proposals.

SIR ROBERT HART.

LONDON, June 24th.

Sir Edward Grey, in reply to a question put by Mr. William Redmond, stated that he understood that Sir Robert Hart had applied to China for a year's extension of leave. He added—I have therefore no information to give regarding the appointment of a successor.

BIRTHDAY HONOURS.

LONDON, June 24th.

The Birthday Honours consist of five Privy Counsellors, including the Hon. John Merriman, the Prime Minister of Cape Colony, twelve baronetcies, and over thirty knighthoods, mostly to Commoners. The knighthoods include Mr. Beerbohm Tree, the well-known actor, and Mr. A. W. Pinero, the equally well-known dramatist.

LONDON, June 25th.

Sir John Anderson, the Governor of the Straits Settlements, has received the Grand Cross of St. Michael and St. George. Mr. H. Conway Belfield, British Resident at Selangor, Mr. F. S. A. Bourne, Deputy Judge of H.B.M.'s Supreme Court of China and Korea, and Mr. W. R. D. Beckett, British Consul at Bangkok, have each been made Companions of the Order of St. Michael and St. George, while Sir John Jordan, British Minister at Peking, has received the civil decoration of Commander of the Bath.

THE GAME OF THE GREEKS IN TURKEY.

LONDON, June 25th.

Shevket Pasha, interviewed by Reuter's correspondent at Constantinople, warned the Greeks in Turkey of the danger of the game they are playing. The Government had learned that they are importing large quantities of rifles for seditious purposes.

LORD AND LADY ROBERTS.

From a review of the married life of Lord and Lady Roberts on the occasion of the Jubilee anniversary of their wedding we extract the following:—

A whole volume of career and character is summed up in Lord Roberts' dedication of his famous book "To the country to which I am so proud of belonging to the Army to which I am so deeply indebted, and to my wife, without whose loving help my 'Forty-one Years in India' could not be the happy retrospect it is." From the first, "with scarcely an exception, my friends became hers."

An early incident shows how it Miss Bows was to be the wife of a soldier. Her husband hoped to be sent to China to serve in wiping out the repulse experienced in the Anglo-French attack on the Taku forts. But he was not chosen. Soon he and his wife were dining with the Commandant and Lord Clyde remarked to the young wife that he thought he had earned her gratitude by not sending her husband with the China expedition.

"I suppose," he said, "you would rather not be left in a foreign country alone a few months after your marriage. If Roberts had not been a newly-married man, I would have sent him."

This was too much for the wife, who sympathized greatly with her husband's disappointment. "I am afraid I cannot be very grateful to you," she said, "for making my husband feel I am ruining his career by standing in the way of his being sent on service. You have done your best to make him regret his marriage."

Lord Clyde, greatly astonished, exclaimed, "Well, I'll be hanged if I can understand you women! I have done the very thing I thought you would like, and have only succeeded in making you angry. I will never try to help a woman again."

She saw he had meant to be kind, and in the end she and Lord Clyde became great friends.

LATEST STEAMER MOVEMENTS.

The str. *Oceanic* left Manila on 24th inst. for Hongkong, and is due here to-morrow a.m.

The F. & O. str. *Sardinia* left Singapore for this port on the 25th instant at 8 a.m., and is due here on the 30th instant at about 4 a.m.

The H.A. Line str. *Stancia* left Singapore on the 24th instant p.m., and may be expected here on or about the 30th inst.

THE ALLEGATIONS AGAINST A SOLICITOR.

NINTH DAY.

The Full Court (their Honours Sir Francis Piggott, Chief Justice, and Mr. H. H. J. Gompertz, Paines Judge) yesterday resumed the hearing of the case in which Mr. C. F. Dixon was called upon to show cause why he should not be struck off the roll of solicitors.

The application was made by Mr. Eldon Potter, who was instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), while Mr. Dixon was represented by Mr. H. G. Calthrop, who was instructed by Mr. J. Scott Harston (of Messrs. Ewins and Harston).

Mr. Potter said—It is my duty now to address your Lordships in support of the applicants in this case, and what I said yesterday to your Lordships I repeat to-day, that the result of this case is as important to Mr. John Hastings as to the defendant, for the defendant has taken it upon himself to charge Mr. John Hastings with perjury and criminal conspiracy. He has taken it upon himself to charge a man who has lived in this colony for 22 years, and who has had an honourable career in this colony, and who is now about to leave the colony, with having committed these serious criminal offences. I will show your Lordships that you will be compelled to decide between these two men before you can come to any judgment in this case. It will not be possible for you to say that either Mr. Hastings or Mr. Dixon is mistaken, but that one or other must be swearing to that which is false. No mistake is possible and there is no middle course open to this court; you have to decide which of the two is telling the truth. What is the motive suggested by Mr. Dixon? That in order to save salary and commission Mr. Hastings has come here and perjured himself. That Mr. Hastings has gone round to get witnesses to help in criminal conspiracy, and that in order to ruin Mr. Dixon, What is the motive? The only motive is that this man who is now about to leave the colony, forever perhaps, at the end of his career endeavoured to ruin Mr. Dixon. Your Lordships will be compelled to decide between these two men, because the confessions in this case are a material part of the case, and I will show your Lordships that in coming to a decision you will have to consider these specific charges in relation to the confession. You must come to the conclusion first whether these confessions have been made or not, and therefore necessarily you must come to the conclusion whether or not Mr. Hastings is telling the truth or Mr. Dixon is telling the truth. My Lords, you must have noticed that Mr. Dixon hesitated, and hesitated for a long time, before he would go so far as to say that Mr. Hastings had perjured himself. He clearly saw that it was a practically impossible position to take. You cannot expect perjury and criminal conspiracy without motives. He said first that Mr. Hastings had been misled. Then he said Mr. Hastings has misconstrued the interview. Then he said Mr. Hastings had wilfully misconstrued the admissions that he had taken presents into an admission that he had taken money from the office. Finally he charged him with perjury. Mr. Dixon's counsel hesitated to go so far. The most he says on that point is that it is absurd that Mr. Dixon made any confession. He clearly saw that this accusation of the defendant was one which any person who knew Mr. Hastings and his career would practically find it impossible to accept. What is Mr. Dixon's defence? A total denial of the evidence given by every witness. While I am on this point let me call your Lordships' attention to what Mr. Dixon said in reference to the letter of 27th March, written by Mr. Hastings to his brother, a letter which Mr. Dixon characterises as one which is a mixture of truth and falsehood, although he admits that letter could never have been put in evidence by Mr. Hastings. Why, therefore, should he write this mixture of truth and falsehood to his brother, a private letter which he never could have expected to be produced in this court? The letter sets forth very clearly Mr. Dixon's case as well as Mr. Hastings. It is an eminently fair letter and cannot be said to be the letter of a vindictive man. It puts on record what happened at the interview of 26th March. Correspondence took place upon that letter, and I submit that letter must receive consideration from your Lordships as putting on record what took place at the interview of 26th March. Coming to certain admissions made by Mr. Dixon, the first admissions that he received presents of money, that on four separate occasions he accepted presents of money amounting to \$300. It was never mentioned in his affidavits and Mr. Hastings was never cross-examined upon it. It was obviously brought as a mere afterthought. For why? I think it is clear. Mr. Dixon suggests it himself, because he said in cross-examination that Mr. Hastings had misconstrued his admission about presents into an admission that he had taken money which belonged to the office. Therefore, I say this question about presents has been put forward by the defendant to explain away these damning admissions made, as we allege, by Mr. Dixon. It is not for me to comment on this question of taking presents after a case is over. We all know it is undesirable, and so undesirable it is considered in England that a special Act was passed in 1906 to make the taking of presents under such conditions a criminal offence.

The Chief Justice—A grateful client is a person very well known. Mr. Potter—Yes, my Lord. The Chief Justice—A grateful client is known all the world over. Mr. Potter—The Legislature at home have said that if a man after work for his employer takes presents of money or kind without the

knowledge of his employer that he is liable to be indicted for a criminal offence.

The Chief Justice—It does not apply here. Mr. Potter—It does not apply here. The Chief Justice—It does not apply to the case.

Mr. Potter—I quote it to show the view of the case taken at home. The next admission to which I will call your attention is that, although Mr. Dixon considered it essential that he should clear his character, although he believed he was entitled to substantial rights, under this agreement of 15th April, he was willing to forego these rights, willing to enter into agreement with a man who had charged him with misappropriation, if he was allowed to practise in this colony; he was willing to put it down in black and white that he would not touch Mr. Hastings' clients; willing to lie down under these charges, if Mr. Hastings would only allow him to practise in the colony. He said he was not well enough off to take proceedings to clear his character. These charges were known at the time to at least three firms of solicitors, Wilkinson and Grist, Mr. Harston's firm, and Messrs. Hastings and Hastings' firm, with whom Mr. Dixon must come in contact if he were to practise in this colony. Counsel then dealt at length with the admissions, and pointed out that Hung, who was the only person who could speak to the presents being given or not, was not called as a witness.

The Chief Justice—These proceedings are not proceedings between Mr. Hastings and Mr. Dixon. They are proceedings taken by Mr. Hastings bringing certain facts to the notice of the court concerning the conduct of Mr. Dixon. These facts have to be proved. Mr. Potter accepted that, and continued his address. The Chief Justice remarked that the charge rested on the charges made by Hung. That needed to be strengthened. Mr. Potter disagreed. He said that their charges rested not on Hung but on the evidence which they brought out. The Chief Justice—I used the word based. Mr. Potter—They are not based on Hung. Hung had an interview with Mr. Hastings in which he said that money had been taken by Mr. Dixon. He refused to give any instances, but having been set upon our inquiry by Hung we got out witnesses. Hung would not consent to come because he was guilty himself. Mr. Potter then went on to refer to Mr. Dixon's mode of life, and stated that the accounts which he submitted were misleading, no items for clothing for himself and for the woman being included. Continuing, he said it would be necessary for their Lordships to decide whether they would accept the statement of Mr. Hastings or of Mr. Dixon. Mr. Calthrop had suggested that was on all fours with a criminal case, and even looked at from that point it often happened that in a criminal case the strongest evidence was that of a confession necessary for their Lordships to believe whether those confessions had been made and whether Mr. Hastings had perjured himself when he told them of those confessions. There was no room for mistake. Either Mr. Hastings was telling the truth or he was guilty of perjury. It must be one or the other.

The Chief Justice—You will have to deal with the point that the confession is not connected with the actual charges. The confessions relate to small sums at the Police Court. The charges are larger sums. Mr. Potter—The case of Wong Hui Tang was not discovered until later. The Chief Justice—The confession is accepting small sums at the Police Court. The charge is accepting a large sum from Wong Hui Tang.

Mr. Potter—That is really part of the case—part of the charge of gross misconduct—because there are admissions that certain sums of money have been taken from time to time. There are also charges of having taken a loan of \$500 from Wong Hui Tang. The Chief Justice—Reducing it to a definite proposal, to which charge do you say this refers? Mr. Potter—I don't say it refers to any special charge. I say it is an admission of conduct which will entitle your Lordships to strike him off the roll.

Mr. Calthrop pointed out that there had been five charges against Mr. Dixon, and these were now reduced to three. The specific charges must be proved.

Mr. Potter—This confession is part of the case. Mr. Calthrop—I asked for specific charges and these were all that were given to me. Mr. Potter—These are specific charges.

The Chief Justice—We will deal with that after the recess.

After the tiffin interval, argument was continued, and the Chief Justice asked—Supposing one of us were of opinion that the charges fail, what are you going to do with the confession? Are we to exercise our disciplinary powers on the confession? Mr. Potter said he had not considered the point very carefully, but he thought their Lordships would be entitled to exercise their disciplinary powers.

Mr. Calthrop again addressed the court. Briefly and the case was adjourned sine die.

OPIMUM SPECULATION IN INDIA.

Speculation in opium does not seem always to be successful, though large profits have been made in Calcutta and Bombay in the rainy days when the export trade to China was in full swing. At the present time it would seem to be dangerous for the Marwaris to gamble in their old fashion. In a note which appears in the "Indian Trade Journal" it is stated that business in Calcutta was interrupted from the 19th to the 22nd May "owing to heavy losses by many brokers in raising the market." Rapid fluctuation in prices do not usually have the effect of steadying operations, but the speculative spirit may possibly be checked by these recent losses.

COMPANY MEETING.

MESSRS. H. PRICE AND CO., LD.

The second ordinary annual meeting of shareholders in Messrs. H. Price and Co., Ltd., was held at the Company's offices, 12, Queen's Road Central, yesterday afternoon. Mr. P. Loureiro presided, and there were also present—Messrs. A. Rumball (director), A. E. Robinson (manager), J. J. Blake, Ellis Kadoria, Chan Kai Ming and Lo'sa Chun.

The Manager read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, the report and accounts having been in your hands for some days past I propose to follow the usual custom to take them as read. As you will notice from the balance sheet, the directors have thought it advisable, after writing off all apparent bad debts, to make a further provision of \$2,000—on a reserve for bad and doubtful debts. The directors regret that the result of the past year's working has not been so satisfactory as we wished to have seen, but taking everything into consideration it must be admitted that on the whole the result is satisfactory. Our business showed an increase of about 25 per cent. over the previous year, in spite of the depression which was still with us and which has not yet shown much sign of improvement. The exchange has been again up, during the whole period under review, but in order to induce the support of the public we have not deemed it advisable to increase our prices, which were on a 2-1/2 dollar basis. Before moving the adoption of the report and statement of accounts for the year 1908 I shall be pleased to answer any question that may be put to me to the best of my ability.

Mr. BLAKE—There is one item on the balance sheet, Mr. Chairman, that I would like to draw attention to, and that is, bad and doubtful debts. I think the amount shown is enormous, and that with a little care this could be greatly reduced. As we all know, there are certain individuals going round in this Colony getting credit without having any intention of paying.

The CHAIRMAN—We fully appreciate all you have said. On this point the directors at every meeting have impressed upon the manager the necessity of bringing pressure to bear upon those who have not met their accounts within a certain period. But we must certainly understand that in a business like ours we must not press people too much, because others are only too glad to get the business.

Mr. BLAKE—Are these bad and doubtful debts contracted by residents, or in the harbour?

The CHAIRMAN—I cannot tell exactly, but I should say they are pretty well divided.

No further questions being asked the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. BLAKE seconded, and the motion was carried.

The CHAIRMAN—Dividend warrants are ready, and may be had on application to the manager. Thank you for your attendance gentlemen.

The report and accounts were as under:—The Directors have the pleasure to submit their Report and Statement of Accounts for the year ended 31st December, 1908. The net profit for the period amounts to \$10,019.75, to which has to be added the balance brought forward from 1907, \$251.05, leaving \$10,270.80 at the credit of Profit and Loss Account, which the Directors propose appropriating as follows:—

To pay a dividend at the rate of 8 per cent. per annum for the year, viz.:
80 cents per share on 12,000 shares, amounting to \$9,600.00
To carry forward to next account 670.80
\$10,270.80

PROFIT AND LOSS ACCOUNT.

For the year ended 31st December, 1908.

Dr.

To depreciation of furniture 12 months at 10 per cent. P.A. \$ 469.93

To reserve for bad and doubtful debts 2,000.00

To directors' and auditors' fees 2,900.00

To balance transferred to balance sheet 10,270.80

\$ 15,640.73

Cr.

By balance brought forward from last account \$ 251.05

By balance of working account 9,600.00

\$ 10,270.80

\$ 15,640.73

BALANCE SHEET, 31st DECEMBER.

LIABILITIES.

Nominal Capital—15,000 shares of \$10 each \$150,000.00

Subscribed Capital—12,000 shares of \$10 each fully paid up \$120,000.00

Sundry creditors 54,007.57

Special reserve 5,000.00

Reserve for bad and doubtful debts—At 31st December, 1907, \$2,000.00

Deduct bad debts written off during 1908 1,944.95

\$55.05

Add transfer from Profit and Loss account 2,000.00

2,055.05

Profit and Loss account 10,270.80

\$191,733.52

ASSETS.

Furniture, fittings and machinery: At 31st December, 1907, \$4,699.39

Less depreciation for the year at 10 per cent. P.A. 469.95

\$ 4,229.45

Additions during the year 1,392.44

\$ 5,621.90

Goodwill, as per last balance sheet (paid for in shares) 60,611.09

Investment, as per last balance sheet 100.00

Stock in hand 64,379.45

Sundry debtors \$56,974.74
Less reserve for discounts allowable 1,500.00
55,474.74
Payments in advance 1,629.54
Cash:—
At National Bank of China Ltd. \$ 2,403.12
At International Banking Corp. 105.09
In hand 1,408.49
3,916.70
\$191,733.52

SHOOTING THE RAPIDS.

A coolie whom the police removed to hospital yesterday must have felt some of the sensations which prevail in the course of the exciting experience of shooting the rapids. He was engaged on contract work on May Road, and when overtaken by a shower of rain ran to take shelter under a bridge which spanned a nullah. While getting under the bridge he missed his footing and fell into the nullah, being carried down stream by the water some 150 yards, until he reached Magazine Gap Road. There he succeeded in gaining a foothold, but when rescued from his perilous position he was found to be severely out about the legs, head and face, and was so exhausted that he could not speak.

THE WORLD'S NAVIES.

OFFICIAL STATISTICS OF THE NATIONS' FLEETS.

Impressive figures, showing the strength of the navies of the world, are given in a White Paper in response to a request by Sir Charles Dilke, M.P. They are as follows:—

BATTLESHIPS BUILT.
Great Britain 53
Germany 32
United States 26
France (including one condemned) 18
Japan 14
Italy 10
Russia 7

BATTLESHIPS BUILDING.
Great Britain 6
Germany (three of these being in the 1909-10 programme) 10
France 6
Russia (including four projected in 1908 estimates) 8
United States 6
Italy 6
0

ARMoured CRUISERS BUILT.
Great Britain 38
France 20
Russia 4
Germany 8
Italy 7
United States 15
Japan 11

BUILDING.
Great Britain 1
France 2
Russia 2
Germany (one being 1909-10 programme) 4
Italy 3
Japan 2

Of first-class protected cruisers Great Britain has ten, Russia seven, France five, United States three, and Japan two, and no Power is building any vessels of this class.

Great Britain leads again with second-class protected cruisers, her fleet numbering 38, while Germany has 21, United States 16, France 12, Japan 10, Italy 4, and Russia 2 Germany is building 7, Great Britain 5, and Japan 1.

Of the torpedo-boat destroyers of the world, 146 belong to Great Britain 97 to Russia (one of which is believed to be a total wreck), 73 to Germany, 55 to France, 65 to Japan, 20 to the United States, and 27 to Italy.

THE SOUTH MANCHURIAN RAILWAY.

RESULT OF HALF-YEAR'S WORKING.

The result of the working of the South Manchurian Railway Company for the half-year ending March 31 last was very satisfactory. The gross receipts for the period amounted to \$10,556,540 and the expenses to \$9,314,552, leaving a net profit of \$1,241,988. It is noted in the accounts that the gross profit of the railway department amounted to \$5,599,072 against \$2,331,393 for the corresponding period of the preceding year, while the profit of the colliery department amounted to \$520,979 against \$254,192.

The principal item of expenditure for the half-year under review was the amount of \$2,110,000, set aside to balance the difference between the face value of the debentures and the actual amount received for them. For the corresponding period of last year, the expenditure under this head amounted to not more than \$58,500. The interest paid on the debentures amounted to \$1,820,000, against \$97,000. Despite these increases in expenditure, a net profit of \$1,241,988 was left, as stated. The large increase in profit was chiefly due to the large amount of beans and bean-cake handled. Owing to the increased transport capacity of the line with the broad gauge, the total quantity of freight carried during the period amounted to 672,000 tons, an increase of 420,000 tons on the figures for the corresponding period last year. The revenue from passenger traffic showed a decrease of \$209,000, which was due to a decline in the number of passengers travelling short distances and also to an alteration in the fares.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 25th at 11.55 a.m.—The depression entered Tongking near Haiphong last night.

The barometer has risen quickly over the Western and northern shores of the China Sea, and a slight rise has taken place on the E. coast of China. It has fallen moderately over Japan owing to a depression which appears to be moving Eastwards in the Japan Sea.

Pressure remains high over the Pacific to the E. of Japan. Moderate S. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S. winds, moderate; drizzle; squally; showery.
Formosa Channel Same as No. 1.
South coast of China between Hongkong and Lamooka Same as No. 1.
South coast of China between Hongkong and Hainan S. winds fresh

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, June 2.

THE UNITED STATES AND CHINA.

The announcement that President Taft had offered the American Legation at Peking to Mr. John Hays Hammond, the ex-Jameson raider, and mining expert of colossal fees, roused great interest here, and the refusal of Mr. Hammond to accept the post has not put an end to it. He would have taken it, I hear, but for the positive orders of his doctor to "go slow." I have no doubt the advice was necessary, for before and after being condemned to death by the Boers for his part in the Jameson Raid he has had an extremely active life in many outlandish parts of the world. But, why was he selected, with no diplomatic record to his name? It is not sufficient to say that Mr. Taft has a high opinion of him, and thinks he has a fine head for business. There are hundreds of prominent men good enough for that description. No, I think I am not far wrong in saying that the President is ever on the look out to improve America's commercial hold in China, and to lay the stepping stones for a full-sized participation in the developed China that is to be. Now it is well known in America that China has a great store of undeveloped minerals in Shansi and elsewhere. Time and again it has been drilled into the sympathetic ear of Mr. Taft that now is the appointed time to get after concessions, for to-morrow will be too late. So he designed to send to Peking the premier mine expert of the world. There the expert would receive reports from subordinates who would wander on prospecting hunts, and would advise on this and that proposition with the finality of the man who knows.

It is all very well to cast this theory aside as unlike a diplomat. Have another look at it, in conjunction with the fact that President Taft is now looking for an alternative selection among the mining men of the West, and it may not seem so altogether foolish. Depend upon it, President Taft is not ignorant of the remarkable changes that are making China the most interesting quarter of the globe in our day.

RUSSIAN TRADE IN MANCHURIA.

The Russian Government is anxious about the prospects of Russian trade in the Far East of Manchuria. All recent reports from Harbin have been doleful to a degree. Very little freight is being sent northward and there is an estimated loss of nearly a million sterling set down to the working of the Eastern China railway for this year. Once more the Russian Government will have to dig into the Imperial Treasury to make good the deficit—and the necessity is not viewed with any sort of pleasant relish.

THE GERMAN COLONIAL INSTITUTE.

The Germans are setting their Colonial Institute at Hamburg in working order with a perfection of detail that is characteristic of the race. To aid commercial intercourse with China, and prepare those German youths who are destined to come eastward, classes in Chinese are being held, and it is assured that no reasonable expense is being spared.

IRISH TOBACCO.

Have you ever smoked Irish tobacco? Well,

there are enthusiasts who swear by it, anyway, though I daresay local patriotism operates in the creation of the fancy. Our Government, too, though it is great on Free Trade and open competition and suchlike, has given a subsidy of £5,000 to encourage experimental growths of various tobaccos, and it is being spent under the direction of Mr. T. W. Russell, of the Irish Department of Agriculture, who says he has great hopes of the future of the industry.

Virginia instructors are guiding cultivators on 113 acres under experimental treatment and the Earl of Dunraven has two Greek boys trying to make the best of the Turkish variety of tobacco in Irish soil. It appears that a profit is discernible in the better class tobaccos, but on the workman's "twist" there is a loss. The Kitchen Committee of the House of Commons has just put Irish tobacco, cigars and cigarettes on sale in the smoking rooms of the House and the Irish Party are bravely giving demonstrations of how to smoke them. Meanwhile there is wrath in the hearts of Caledonia, for Scotsmen know well enough that tobacco can be grown on the slopes of the valley of the Clyde, and yet they can't get a subsidy from the Government. For may not the Irish party have the Government in its hands after the next election, in the event of their regaining office by a bare majority. In that event it is surely better to prove that "Coddin's your friend, not Short."

"NEEDLESSLY OFFENSIVE." The Earl of Ronaldshay, well known as an Asiatic traveller, and now a budding politician, has put his foot in it by describing the Countess of Granard, the latest Liberal-American social leader, as "a damped American heiress who was fortunate enough to secure a title." These comments were called forth by the fact that the lady opened a bazaar for the Liberals in the Hornsey division. Later on Lord Ronaldshay repented of his remarks and publicly withdrew them as needlessly offensive.

CONFERENCE OF CHEMISTS.

Both China and Japan are represented at the Seventh International Congress of Applied Chemistry that is meeting in London this week. I suppose it is all right for their trained minds, but for us ordinary mortals the proceedings are far from cheerful, for these "scientific gents" are proving all sorts of dangers are around us. They are talking us, for instance, that even if we bathe away out at sea we may get typhus germs washed out to us by a careless tide, and even if we gather our eggs fresh from the nest, as likely as not the thoughtless hens have included obnoxious microbes in the whites and yolks. Sir James Crichton Browne, who began

the series of horrifying recitals, cheerily told us that though we may kill germs by applying enough heat to them it is useless to expect them to expire from mere exposure to cold, for he himself tried some delicate specimens with a liquid air bath and when he thawed them out again they seemed rather refreshed than otherwise by the experience.

One of the most interesting papers was read by Yu Tung Kwai on "The present attitude and future of Chemical Industry in China." He contended that China occupied an important position and would play a great part with regard to the chemical industries of the world. According to the historical records, alchemy was known in China 2,700 years before Christ.

The chief object of such practice at that time was to cure diseases and to try to prepare a sort of medicine under the name of "gold pills," somewhat analogous in nature to the well known "philosopher's stone." Metallurgical work and dyeing, carried them back to time immemorial and the processes of making gunpowder, paper, glass, and porcelain were all originated in China. Incidentally he alluded to the remark of the "Chemische Zentralblatt" to "the effect that the Chinese had a clear knowledge of oxygen in the seventh century. They knew that by burning sulphur, and charcoal these substances combined with oxygen in the air to form new bodies, and they already knew how to prepare oxygen from saltpetre. He attributed the backwardness of China in scientific matters during the past hundred years to the fact that most people were led to concentrate their life's attention simply on a kind of most difficult literary work. Nevertheless history had already proved that those people possessed scientific genius. The obstacle had now been removed and circumstances in China had quite changed.

Since China had been known for thousands of years to be an agricultural country and to possess an enormous undeveloped wealth of minerals, their attention was naturally directed, first of all, to the study of those two branches of applied science, agricultural chemistry and metallurgy. These works had been carried out by three distinct bodies. First, a new Board of Agriculture had been instituted, composed of different bureaux, each bureau managing its own affairs, such as land surveying, mine surveying, irrigation work, and so forth. The headquarters were in Peking, but there was in each province an executive committee who were directly controlling the provincial affairs. The establishment of Government experimental stations in the various parts of the country had been discussed, and the proposal, he believed, would be carried out very soon. A chemical society had been formed, in which the provincial societies would form sectional branches. Agricultural societies also were numerous, and what were known as commercial guilds were also ready to co-operate in similar work and give their financial support. As to the institutions for studying these subjects, besides universities and colleges in which chemistry, both pure and applied, was taught, each province had to be provided with at least one higher technical college. A characteristic feature about the teaching system in China was that both chemistry and mathematics were compulsory subjects in the elementary schools. The situation of chemical industry in China at present was comparatively poor, but there existed several large chemical and metallurgical works. Among recent enterprises a syndicate had been formed to explore a new Chinese petroleum field, which would probably prove one of the largest productive regions in the world. Such development of China would surely be of benefit to the world at large.

Professor Kihara, of Japan, has also been a participant in the discussions. The visitors have had excellent weather for the most part, though there has been the customary rapidity of change from soaking rains to great warmth. Taken all round, May has enjoyed more sunshine than any May on record. Whistlance was a glorious week-end and the exodus from London was so great that the chemists had the town almost to themselves.

SIR ROBERT HART.

Sir Robert Hart is recovering from the chill he caught a week or two ago, but he has not yet decided as to his future plans. If fancy will take a course of treatment out of London before coming to a final decision as to whether or not he will return to China. Personally, I doubt very much whether he will ever return.

RELIGIOUS EXHIBITIONS.

Next month is to bring two great religious exhibitions. One is the Church Paganist in the Bishop's Palace grounds at Fulham, illustrative of religious history in England, and the other is an extensive missionary exhibition, run by the Church Missionary Society. He will be a glutton for colour who can't get enough showing this summer. There is the re-opened White City, apart from these religious festivals, and the customary smaller places of open-air amusement such as Earl's Court.

Into the Church Paganist there has been thrown a vast amount of enthusiasm and hard work. Thousands will take part in the representations of famous scenes in Church history, and the actors will include worthy canons and dignitaries of the Church as well as lesser folk. The dresses are numerous and in many cases truly gorgeous. Unfortunately there has come a rift within the lute. The organisation has been in the hands of Mr. Frank Lascelles, a man of wide experience in such matters, up to this week, but suddenly a row has sprung up in the committee of management and Mr. Lascelles has resigned his Mastership of Ceremonies.

There has been, I hear, some rather un-Christian talking in committee during this row, and the bishop of London has had to work with might and main to prevent the disputes running full tilt into the Law Courts. It is by no means certain that they will not get

there even now. Mr. Hugh Moss, also an experienced man, has stepped into the breach, and he has a hard task before him to get a full grip on all the details of the huge Paganist within a month.

As to the missionary exhibition, it will give its attention mainly to Africa and the Far East. There will be big nigger villages, side by side with a Chinese street and temple, a Japanese village and an Indian bazaar. Some of the papers are criticising the action of missionaries in planting temples of native worshippers inside these shows and bazaars, and are predicting that some day it will be done in a way that will give irritation to a wide number of Chinese or other foreign people. But the temples will appear for all that. Without such attractive and picturesque features there would be less cash in the box at the finish.

DR. STEIN.

Speaking of missionaries reminds me that the Asiatic explorer, Dr. A. M. Stein, specially went to the Livingstone College Commemorative ceremonies at Leyton the other day to express his gratitude to a distinguished medical missionary trained by the college. This missionary is the Dr. Schmitt, of the Moravian Mission at Leh, on the Western Himalayas. Dr. Stein said to Dr. Schmitt he owed a deep debt of gratitude for medical help and kindness after a rather serious accident experienced at the close of his Central Asian journey. He had to make certain observations and obtain photographs at a high altitude in the Himalayas and stood for the time being on a glacier. In order to avoid spending a night on such a cold and exposed position he hurried over the work as much as possible and did not notice that his foot had become benumbed. When, however, he reached his camp he found that some of his toes had been frostbitten. Adopting first aid remedies he ordered his servants to construct a litter and on this they carried him for seventeen days till they reached Dr. Schmitt's station. Dr. Schmitt, who had been forewarned by rumors, started off to meet the explorer, though he himself was not recovered from illness. He met him at an altitude of 14,000 feet and conducted him to the mission station, where he successfully performed the operation of amputating the explorer's toes. Since then, said Dr. Stein, the most eminent medical authorities had examined his toes and pronounced their admiration of the way the operation had been performed so as to conserve as much as possible of the affected members.

OBITUARY.

The death is announced at Chewton Place, Keynham, Somerset, of Mr. Arthur Kennedy Travers, late of the Hongkong Civil Service, son of the late Horace Travers, A.C. G.S.I., and grandson of the late General Sir Robert Travers, K.C.B. [Mr. Travers was Postmaster-General from 1891 to 1896.]

Mr. John Bell Mustard, of 8 Windsor terrace, Dundee, formerly an engineer doing business in the Far East and the Philippines, has left personal estate declared at £8,750.

AMERICAN FORTIFICATIONS IN THE PACIFIC.

Military men are taking great interest in the measures that are being taken by the United States to fortify the Pacific end of the Panama Canal and Pearl Harbor, Hawaii. The latest moves in this direction show clearly that the United States expects any future trouble to come from the Pacific side, even though the Japanese officials in Washington are assuring newspaper men that America and Japan will never fight and that in the event of a world's conflict the forces of Great Britain, the United States and Japan would be found side by side against the world. The work on the canal is going forward satisfactorily, according to reports from Mr. Dickinson, American Secretary of State for War, who has gone personally to the Canal zone to investigate the conditions and gain knowledge that will enable him to administer the affairs of the construction work from Washington. President Taft is determined to get the canal through from ocean to ocean in his term of office if possible.

LORD CHARLES BERE FORD.

BACY IRISH STORIES.

Admiral Lord Charles Beresford talked of Irishmen and told some Irish stories at the annual banquet of the Irish Association, held at the Holborn Restaurant. I dare say, he first remarked, I shall be expected to say something about the Navy, and I can tell you this: Naval affairs are in such a serious position at the present moment that I do not intend to touch upon them. I intend to let the public know in the near future; that will be at the moment which I consider best and most proper, and that will be at the London Chamber of Commerce.

Recalling an electioneering experience in Ireland, Lord Charles said that unfortunately that election took place at a time when they were mending the roads—(laughter)—and one of the stonemasons about happened to hit him on the back of the head. He said to one of his supporters, "I wish I could get hold of the fellow who threw that stone." "Och, not at all," he replied, "for it was myself! Wasn't it a great stroke?" (Laughter.) A comrade once told him in America that he had come fifteen hundred miles to see him. Some Irishmen were given to exaggeration, of course—(laughter)—and he told his fellow-countryman that he was very sorry he hadn't a minute to talk, but if he liked to come up in the lift with him they could exchange a word about the old country en route to the next floor. (Laughter.)

Was there a nation more gifted with humour? Could anybody tell more stories than the Irish? One of the best stories he ever heard was about a fellow who was very fond of shooting. He said, "The first bird I ever shot was a squirrel—(laughter)—and the first time I hit him I missed him altogether—(laughter)—and the next time I hit him I hit him in the same place, and after that I took a stone and dropped him from the tree, and he fell into the water and was shot, and that was the first bird I ever shot." (Laughter.) Look at the fun they had in the House of Commons with the Irish. An Irish member was on one occasion called to order by the Speaker. "Mr. Speaker," he said, "I bow to your ruling, as my words were not germane to the debate, and now, Mr. Speaker, I will reiterate the remarks I was about to observe." (Laughter.)

WORLD FAMED



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Another famous story was that of a member who was always speaking about whisky in bond, and describing what it was. He said, "I have tasted it, Mr. Speaker, and all I can compare it to is a torch-light procession proceeding down my throat." (Laughter.) Also he recalled a story of the Irish House of Commons, where the leader of the House and the leader of the Opposition having met in argument, the leader of the House sat down on his hat and squashed it. Thereupon the leader of the Opposition got up, and said, "Mr. Speaker, I observe that when the hon. member sat down he sat on his hat and knocked the life out of it. No doubt that filled him with many regrets, but the only regret I feel is that his silly old head was not inside of it." (Laughter.)

When they came to fighting, that was one thing a fellow could do in Ireland, and if they could not fight anybody else they fought each other. When in the South of Ireland he gave the men leave to go ashore for four days. The ship had to sail on St. Patrick's Day, and every man Jack of them returned on that day. That was one of the finest things he had ever seen in the British Navy. Irishmen know what returning to duty on St. Patrick's Day meant. (Laughter.) They all came back when they got the signal of the Commander-in-Chief. Irishmen were the best in the world if you knew how to manage them, but they were the worst in the world if you did not. Irishmen might have their faults, but give him the Irishman. (Cheers.) If you understood him he was the best fellow that ever was. He had no medium. If he was good—and nine-tenths of them were—he was the best in the world. (Cheers.) If they were bad they were the worst in the world. But well handled, Irishmen were affectionate, kind, hospitable, plucky, energetic, and they were the cheapest men under bad circumstances the Creator had ever made. (Cheers.)

MR. WILLARD D. STRAIGHT.

The above-named gentleman, who, according to recent telegrams, will soon leave America for China in the interests of the American Syndicate which is to participate in the development of Chinese Railways, is not without experience in the Far East. At the time of the outbreak of the Russo-Japanese War, says the Shanghai Times, Mr. Straight was in the employ of the Imperial Maritime Customs and was stationed at Peking. This position he resigned to become one of Benter's correspondents, acting under Mr. B. M. Collins, Benter's chief in the field. When Mr. Collins joined Kuroki onto latter's famous Spring march to the Yalu, Mr. Straight remained in charge at Seoul. Later he was relieved by Mr. Hagerty of the Associated Press, for at that time Melville Stone and Baron de Reuter were collaborating in the "covering" of the war. Mr. Straight next proceeded to Tokyo, where he acted under Martin Eggar for a considerable time, and later was hurried back to China, reaching Siam in a few days previous to the battle of Mukden. He remained there during the Hunghuatai outrages and left the day before Nogai's cavalry occupied the town, driving the Circassian mounted infantry Mukdenwards. Mr. Straight next proceeded to Peking, where it may be said his experiences as a war correspondent ended; there being a general lack of assignments. However, he had been so successful in the short time he had been engaged in newspaper work that he received the warmest recommendations from both Mr. Stone and Baron de Reuter, and there can be no doubt that the support of these two men greatly aided him in securing his appointment as U. S. Consul at Mukden, where he was temporarily relieved some time ago by Mr. F. Cloud, Vice-Consul at Shanghai. It is now expected that Mr. Straight's resignation from the Consular Service will result in the promotion of Mr. Cloud as Consul at Mukden.

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SHIPPING.

ARRIVALS.
CHENAN, British str., 25th June - Canton.
DEVANHA, British str., 8,092, W. Hayward, R.N.R., 25th June - Shanghai 22nd June, General - P. & O. S. N. Co.
E. F. FERDINAND, Austrian str., 3,943, E. Nitsche, 25th June - Kobe and Shanghai 25th June, General - Sander, Wielder & Co.
FRATA, Norwegian str., 710, C. S. Christensen, 25th June - Bangkok 18th June, Rice - Chinese.
FRI, Norwegian str., 860, C. Wagle, 24th June - Huiphong 17th and Hoikow 22nd June, General - A. Thorsen & Co.
HUICHOW, British str., 1,217, E. Forsyth, 25th June - Swatow 24th June, General - Butterfield & Swire.
ICHANG, British str., 1,223, Taubman, 25th June - Chefoo, General - Butterfield & Swire.
KWANTON, Chinese str., 1,556, W. H. Lunt, 25th June - Shanghai 22nd June, General - C. M. S. N. Co.
KWONGKANG, British str., 25th June - Canton.
MANSHU MARU, Japanese str., 3,254, T. Chiba, 25th June - Moji 19th June, Coal - Toyo Kasei Kaisha.
MARIE KING, Russian str., 2,474, E. Stringer, 25th June - Chinwangtao 18th June, Coal - C. M. & E. Co.
PRINZ SIGISMUND, German str., 4,300, D. Lenz, 25th June - 24th July 3rd June, Mails and General - Melchers & Co.
SIKH, British str., 5,231, Adkinson, 24th June - Singapore 19th June, General - Dodwell & Co.
SPES, Norwegian str., 870, W. Horn, 24th June - Wuhan 16th June, Rice - Aagaard, Thorsen & Co.
TAMING, British str., 1,343, Somerville, 25th June - Manila 22nd June, General - Butterfield & Swire.
THIRING, Dutch str., 2,876, W. Koops, 25th June - Cassino 16th June, General - Java-China-Japan-Lijn.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 25th June.
DEVANHA, British str., for Europe, &c.
FRATA, Norwegian str., for Moji.
HONGKONG, British str., for Amoy.
KWANTON, Chinese str., for Swatow.
KWONGKANG, British str., for Chefoo.
MANSHU MARU, Japanese str., for Yokohama.
MARIE KING, Russian str., for Canton.
PRINZ SIGISMUND, German str., for Saigon.
SIKH, British str., for Hongkong.
THIRING, Dutch str., for Yokohama.

DEPARTURES.

25th June.
AWA MARU, Japanese str., for Saigon.
CHENAN, British str., for Canton.
CHONGKOW, British str., for Canton.
CHUANAN, British str., for Hongkong.
HUICHOW, British str., for Swatow.
HALDIS, Norwegian str., for Bangkok.
LOONGKANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Sikh* reports: Strong S.W. wind and moderate sea with heavy swell.
 The British str. *Taming* reports: Moderate S. and S.W. winds, confused sea, cloudy with heavy rain squalls moderating towards arrival.
 The Russian str. *Marie King* reports: Fine southerly light wind, smooth sea, Turnabout, thence to port moderate S.E. wind and high sea, equally with rain.
 The Chinese str. *Kwongkang* reports: Experienced light variable wind, and misty weather with moderate sea to Hsienan, thence light southerly to S.W. winds and long southerly swell to Breaker. Thence light variable winds from South and S.W. with heavy rain squall to port.

VESSELS IN DOCK.

June 25th.
GREEN DOCK. - *Honam*, *Lekin*, *Glenogle*, *Argus*.
COSMOPOLITAN DOCK. - *Taiko*, *Doan*, *Maple Leaf*, *Ashut*, *Kwai*, *Yong*.

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 The Company's Steamship

"E. F. FERDINAND,"
 Captain E. Nitsche, will be despatched as above TO-DAY, 26th inst., P.M.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
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 Hongkong 18th June, 1909. [3]

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 Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR,"
 Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 29th inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 25th June, 1909. [375]

"SHIRE" LINE OF STEAMERS, LTD.

For MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"
 Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
 For Freight apply to
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 24th June, 1909. [884]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	1	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	YANKEE	Brit. str.	1	H. W. Kunkin, R.N.R.	P. & O. S. N. Co.	About 30th inst.
ROTTERDAM & HAMBURG, VIA STRAITS &c.	STAGUA	Brit. str.	1	Hayes	JARDINE, MATHESON & Co., Ltd.	About 30th July.
ANTWERP, ROTTERDAM & HAMBURG, &c.	ISTRIA	Ger. str.	1	Brehmer	HAMBURG-AMERICA LINE	On 30th July.
HAYRE & HAMBURG VIA STRAITS &c.	SITHONIA	Ger. str.	1	Jäger	HAMBURG-AMERICA LINE	On 1st July.
HAYRE, COELEN & HAMBURG, &c.	BRASLIA	Ger. str.	1		HAMBURG-AMERICA LINE	On 22nd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Swed. str.	1		MELCHERS & Co.	Middle of July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	1		HAMBURG-AMERICA LINE	On 2nd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILVIA	Ger. str.	1		MELCHERS & Co.	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Fr. str.	1		MELCHERS & Co.	On 6th July, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	1	A. Christensen	NIPPON YUSEN KAISHA	On 7th July, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARDIGANSHIRE	Brit. str.	1	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 12th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	1	H. Petersen	NIPPON YUSEN KAISHA	On 21st July, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MANSHU MARU	Jap. str.	1	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. R. LUTPOLD	Ger. str.	1		TOYO KISEN KAISHA	On 1st July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	1		MELCHERS & Co.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ST. PATRICK	Brit. str.	1		SANDER, WIELER & Co.	To-day, P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Brit. str.	1	Nilsche	DODWELL & Co., Ltd.	About 15th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	1		CANADIAN PACIFIC R. Co.	On 3rd July, at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TACOMA MARU	Jap. str.	1		CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Jap. str.	1		ORAKA SHOSHUN KAISHA	On 3rd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAKI MARU	Jap. str.	1	F. W. Davis	DODWELL & Co., Ltd.	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	1	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	K. Sato	NIPPON YUSEN KAISHA	On 20th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	D. Lenz	MELCHERS & Co.	On 18th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	L. Dawson	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	T. Sekine	NIPPON YUSEN KAISHA	On 20th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	D. Lenz	NIPPON YUSEN KAISHA	On 18th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	C. H. Butler	NIPPON YUSEN KAISHA	On 16th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	H. E. Makin	NIPPON YUSEN KAISHA	On 14th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	W. J. Davies	NIPPON YUSEN KAISHA	On 12th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	T. Sekine	NIPPON YUSEN KAISHA	On 10th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Wm. Thompson	NIPPON YUSEN KAISHA	On 8th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	E. Forsyth	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	H. Koops	NIPPON YUSEN KAISHA	On 4th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	V. McClymont-Liddell	NIPPON YUSEN KAISHA	On 2nd July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1		NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	F. Wheeler	NIPPON YUSEN KAISHA	On 30th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	R. Smith	NIPPON YUSEN KAISHA	On 28th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Rod. Meyer	NIPPON YUSEN KAISHA	On 26th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Teier	NIPPON YUSEN KAISHA	On 24th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	C. C. Taylor, R.N.R.	NIPPON YUSEN KAISHA	On 22nd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	M. B. Lala	NIPPON YUSEN KAISHA	On 20th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Williams	NIPPON YUSEN KAISHA	On 18th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Bruno	NIPPON YUSEN KAISHA	On 16th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Fraser	NIPPON YUSEN KAISHA	On 14th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	E. W. H. Snow	NIPPON YUSEN KAISHA	On 12th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Fraser	NIPPON YUSEN KAISHA	On 10th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	J. W. Evans	NIPPON YUSEN KAISHA	On 8th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	J. Kauraki	NIPPON YUSEN KAISHA	On 6th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Hodgins	NIPPON YUSEN KAISHA	On 4th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	Y. Farnon	NIPPON YUSEN KAISHA	On 2nd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	W. C. Penmore	NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	H. W. Almond	NIPPON YUSEN KAISHA	On 30th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	A. Somerville	NIPPON YUSEN KAISHA	On 28th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	P. H. Rolfe	NIPPON YUSEN KAISHA	On 26th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	E. Rodger	NIPPON YUSEN KAISHA	On 24th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	A. W. Osterbridge	NIPPON YUSEN KAISHA	On 22nd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	S. J. Payne	NIPPON YUSEN KAISHA	On 20th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	G. H. Pennefather	NIPPON YUSEN KAISHA	On 18th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	F. Sembl	NIPPON YUSEN KAISHA	On 16th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	A. Moeke	NIPPON YUSEN KAISHA	On 14th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	A. Stewart	NIPPON YUSEN KAISHA	On 12th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	A. E. Gentile	NIPPON YUSEN KAISHA	On 10th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	J. Robinson	NIPPON YUSEN KAISHA	On 8th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	1	P. J. van Emmerick	NIPPON YUSEN KAISHA	On 6th July.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	Saturday 26th June, at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUTPOLD"	Wednesday, 30th June, at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST"	About Thursday 1st July
KUDAT & SANDAKAN	"BORNEO"	Beginning of July
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 16th July, at 10 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 26th June, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	4,232	J. Mathie	On 29th July.
ATHEMIC	4,363	J. Boyd	On 26th August.
SUVERIC	4,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 Hongkong, 18th June, 1909.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 5th July, P.M.
MARSEILLES VIA PORTS	"TOURANE"	On 6th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 19th July, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC"	On 20th July, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
 Hongkong, 23rd June, 1909. Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed., 14th July.	"ALLAN LINER" Friday, 20th Aug.
"EMPRESS OF INDIA" Sat., 24th July.	"EMPRESS OF BRITAIN" Fri., 10th Sept.
"EMPRESS OF JAPAN" Sat., 14th Aug.	"ALLAN LINER" Friday, 1st Oct.
"EMPRESS OF CHINA" Sat., 4th Sept.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate (on Steamers) £43 £45.
 and 1st Class Railway
 First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th June, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 3,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA" due in London on the 8th August, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 13th June, 1909. [

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 26th June	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID AND MARSEILLES.	NAMUR	About 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE	SARDINIA	About 2nd July	Freight and Passage.
SHANGHAI	DELTA	About 8th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 27th June, D'light
WUHAN, CHEFOO and TIENTSIN	"HUICHOW"	On 28th June, 4 P.M.
MANILA	"TAMING"	On 29th June, 3 P.M.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 29th June, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 30th June, 4 P.M.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
SHANGHAI	"LINAN"	On 4th July, D'light
MANILA	"TEAN"	On 6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FAIR. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
Telephone 36.
For Freight or Passage apply to—
HONGKONG, 26th June, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Sunday, 27th June, D'light
WEI & CHEFOO	"FAUSANG"	Sunday, 27th June, D'light
KOBE & MOJI	"YUENSANG"	Sunday, 27th June, D'light
MANILA	"NAMSANG"	Sunday, 27th June, D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 29th July, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"HINSANG"	Wednesday, 30th July, 3 P.M.
KOBE & YOKOHAMA	"LOONGSANG"	Friday, 9th July, 4 P.M.
MANILA		

RETURN TOURS TO JAPAN.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chao, Tientsin & Nowohwang Telephone No. 61.
For Freight or Passage, apply to—
HONGKONG, 26th June, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDSS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.

For Freight or Passage apply to—

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 27th June, at Noon.
"HAIYANG"	SWATOW, AMOY & FOOCHOW	TUESDAY, 29th June, at 2 P.M.
"HAICHING"	SWATOW, AMOY & FOOCHOW	FRIDAY, 2nd July, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th June, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STEADTS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SLAVONIA ... 2nd July	S.S. SILVIA ... 26th June
S.S. ANDALUSIA ... 13th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. SAXONIA ... 20th July	S.S. SITHONIA ... 1st July
S.S. DORTMUND ... 26th July	FOR HAVRE, BREMEN & HAMBURG:
S.S. SPEZIA ... 13th Aug.	S.S. SCANDIA ... 2nd July
S.S. C. FERD. LAEISZ ... 17th Aug.	FOR ROTTERDAM & HAMBURG:
	S.S. ISTRIA ... 20th July
	FOR HAVRE & HAMBURG:
	S.S. BRASILIA ... 22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong-Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

Hongkong, 11th June, 1909.

MELOHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSHALLS, LONDON and ANTWERP	BINGO MARU	6500	WEDNESDAY, 7th July, at Daylight
COLOMBO and PORT SAID	YAMAGUCHI MARU	6500	WEDNESDAY, 21st July, at Daylight
SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TANGO MARU	8000	TUESDAY, 6th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU	7000	TUESDAY, 20th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
SHANGHAI and KOBE	YAWATA MARU	5000	FRIDAY, 6th Aug., at Noon
NAGASAKI, KOBE and YOKOHAMA	TAKASAKI MARU	5000	TUESDAY, 29th June, at Noon
KOBE and YOKOHAMA	TOMI MARU	4000	THURSDAY, 1st July, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	YAWATA MARU	5000	WEDNESDAY, 7th July, at Noon
	TAKASAKI MARU	5000	FRIDAY, 9th July, at 5 P.M.
	ATSUTA MARU	9000	FRIDAY, 30th July, at 5 P.M.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s Newly Built 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.				
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VOUX ROAD,
HONGKONG.

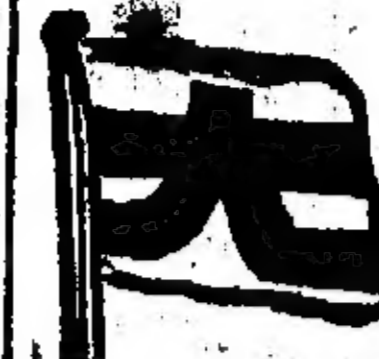
Japan Office:
14, WATER STREET,
YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.



THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES.
TACOMA via KEELUNG	"TACOMA MARU"	6,178	SATURDAY, 3rd July
SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 31st July
	"SEATTLE MARU"	6,178	SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Fur. Special attention given to Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU"	TUESDAY, 29th June, at 10 A.M.
SWATOW, AMOY, FOOCHOW & SHANGHAI	"BUJUN MARU"	THURSDAY, 1st July, at 10 A.M.

Pair Speed. Superior Passenger Accommodation. Electric Light throughout. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.
TOYO-KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

SHIPPING IN PORT.

STEAMERS.	TONS.	SAILING DATES.
ALBIA, German str., 5,258, T. Ernst, 18th June—Portland via Japan ports 13th June.		
Flour & Coal—Portland & Adelaide S.S. Co.		
ARRET, British str., 1,350, J. McShirl, 9th June—Shanghai 6th June, General.		
Butterfield & Swire.		
ARRATON, British str., 2,931, A. Stewart, 21st June—Moji 16th June, Coal and General—David Sassoon & Co.		
BEVMORE, British str., 1,935, J. Henderson, 20th June—Moji 14th June, Coal—Gibb, Livingston & Co.		
CLARA JESSON, Ger. str., 1,103, J. Rendixen, 19th June—Wakamatsu 13th June, Coal—Jobson & Co.		
CANETTES, British str., 2,053, Bainbridge, 19th June—New York 24th April and Sabang 6th June, Kerosene—Standard Oil Co.		
CHANGHONG, British str., 1,202, A. Partridge, 24th June—Chinwangto 18th June, Coal—Butterfield & Swire.		
CHENAN, British str., 1,349, J. H. Brown, 23rd June—Shanghai 23th June, General—Butterfield & Swire.		
CHONGKING, British str., 1,265, V. McLiddell, 21st June—Tientsin 15th June, General—Jardine, Matheson & Co.		
DREWER, British str., 1,562, J. Jenkins, 22nd June—Saigon 18th June, Rice—Man Fat.		
DEVANORSE, Ger. str., 1,057, Fr. Rohvaldt, 15th June—Bangkok 6th June, General—Butterfield & Swire.		
DEUPAL, Norwegian str., 1,102, J. Bing, 21st June—Swatow 20th June—Hamburg—America Line.		
EMPRESE DE CHINA, British str., 3,046, W. Dawson, 24th June—Vancouver 3rd June, General—C. P. B. Co.		
FAUSANG, British str., 1,410, H. S. Malkin, 19th June—Saigon 15th June, Rice and General—We Fat Sing.		
FRITHOF, Norwegian str., 892, O. Anderson, 20th June—Wuhu 15th June, Rice—Angard Thoresen & Co.		
FUKU MARU, Jap. str., 4,178, K. Nakagawa, 21st June—Moji 23rd June, Coal—Mitsui Bussan Kaisha.		
GERMANIA, German str., 1,000, H. Flagel, 17th June—Sydney 27th April, Copra—Siemens & Co.		
GLENCOLE, British str., 2,399, W. H. Padder, 19th June—Amoy 18th June, General—Chinese.		
HANGCHOW, British str., 999, Mawley, 17th June—Chinkiang 11th June, General—Butterfield & Swire.		
HONGKONG, British str., 2,056, J. Home, 24th June—Peking and Singapore 17th June, General—Chinese.		
HOPKINS, British str., 1,359, Jas. M. Hay, 22nd June—Java 14th June, Sugar—Jardine, Matheson & Co.		
ITSUKUSHIMA MARU, Japanese str., 3,882, S. Katori, 24th June—Moji 17th June, Coal—Doddwell & Co.		
JACOB, DIEDERICHSEN, German str., 630, A. Haasen, 19th June—Haiphong Pakhoi and Hoihow 18th June, General—Jobson & Co.		
KAPPU MARU, Japanese str., 1,903, Suda, 22nd June—Moji 17th June, Coal—Mitsui Bishi Goshi Kaisha.		
KEONG WAI, German str., 1,115, T. Kohler, 20th June—Swatow 19th June, General—Butterfield & Swire.		
KONCHANG, German str., 1,292, C. Rosiefsky, 23rd June—Bangkok 15th June, Rice—Butterfield & Swire.		
KOREA, American str., 5,651, S. Sandberg, 21st June—San Francisco via Ports 21st May, Mails and General—P. M. S. Co.		
KWANGCHOW, Chinese str., 1,065, Froberg, 21st June—Shanghai 17th June, General—C. M. S. N. Co.		
KWANGSANG, British str., 1,205, Hards, 8th June—Woh-hai-wei 2nd June, Salt and General—Butterfield & Swire.		
KWONGSANG, British str., 1,426, W. F. Baker, 22nd June—Swatow 21st June, General—Jardine, Matheson & Co.		

SAILING VESSELS.

ALCIDEA, 4-Mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I. A.B.C. and Engineering Code Used. NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 53 "
Width of Entrance on Top... 714 "
Width of Entrance on Bottom... 664 "
Water on Blocks at Spring Tide... 344 "

Extreme Length... 523 feet
Length on Blocks... 53 "
Width of Entrance on Top... 58 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 64 "

Extreme Length... 371 feet
Length on Blocks... 350 "
Width of Entrance on Top... 360 "
Width of Entrance on Bottom... 55 "
Water on Blocks at Spring Tide... 22 "

DOCK No. 2.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

[605]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dainy and Siberia.
30th June ... at 8.30 p.m.
3rd July ... at 8.30 p.m.

The Kioist, with the German mail of the 2nd instant, left Singapore on Friday, the 25th inst., at 10 a.m. and may be expected here on or about Tuesday, the 29th inst., at 4 p.m.

FOR	PER	DATE
Swatow, Singapore and Bangkok	Keungwui	Saturday, 26th, 9.30 A.M.
Yokohama and Kobe	Prime Suisun	Saturday, 26th, 10.00 A.M.
Muji	Fukui Maru	Saturday, 26th, 10.00 A.M.
Fuion	Telemachus	Saturday, 26th, 10.00 A.M.
Swatow, Singapore and Bangkok	Keungwui	Saturday, 26th, 10.00 A.M.
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Swatow, Amoy and Foochow
Manila
Singapore, Penang and Calcutta
Batavia, Samarang and Sourabaya
Singapore, Penang, and Colombo

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COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

June 25th.

	Telegraphic Transfer	1/31
	Bank Bills, on demand	1/31
	Bank Bills, at 30 days sight	1/31
	Bank Bills, at 4 months sight	1/31
	Credit, at 4 months sight	1/31
	Documentary Bills 4 months sight/1/31	1/31
ON PARIS:—		
	Bank Bills, on demand	223
	Credits, at 4 months' sight	227
ON GERMANY:—		
	On demand	181
ON NEW YORK:—		
	Bank Bills, on demand	431
	Credits, at 60 days' sight	448
ON BOMBAY:—		
	Telegraphic Transfer	133
	Bank, on demand	133
ON CALCUTTA:—		
	Telegraphic Transfer	133
	Bank, on demand	133
ON SHANGHAI:—		
	Bank, at sight	74
	Private, 30 days sight	75
ON YOKOHAMA:—	On demand	86
ON MANILA:—	On demand	87
ON SINGAPORE:—	On demand	75
ON BATAVIA:—	On demand	106
ON HAIPHONG:—	On demand	83
ON SAIGON:—	On demand	83
ON BANGKOK:—	On demand	84
	SOVEREIGNS, Bank's Buying Rate	\$11.15
	GOLD LEAF, 100 fine, per tael	\$58.10
	BAR SILVER, per oz.	24

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$8.18 discount.
Chinese	10 "	\$8.30 "
Hongkong	20 "	\$7.50 "
Hongkong	10 "	\$7.50 "

OPUM.

June 23rd.

Malaya New	\$1,100/1,150 per picul.
Malaya Old	\$1,150/1,200 "
Malaya Older	\$1,210/1,240 "
Malaya V. Old	\$1,250/1,320 "
Peruvian fine quality	\$1,050/1,090 "
Peruvian extra fine	\$900/950 "
Patna New	\$1,000 per chest.
Patna Old	\$1,020 "
Benzene New	\$1,020 "
Benzene Old	\$1,010 "

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. Kioist carrying the German Mails with dates from Berlin of the 2nd inst., left Singapore on Friday, the 25th inst., at 10 a.m., and may be expected here on or about the 29th inst., at 4 p.m.

THE INDIAN MAIL.

The Indo-China str. Namsang from Calcutta and the Straits left Singapore for this port on 23rd inst.

THE AUSTRALIAN MAIL.

The C.N. Co. str. Sydney left Sydney on the 19th inst., and is due here on the 14th prox.

THE AMERICAN MAIL.

The T.K.E. str. Nippon Maru sailed from Yokohama on the 20th inst., and is due to arrive at Hongkong on 30th inst.

THE CANADIAN MAIL.

The C.P.R. str. Montreal left Vancouver a.m. on the 13th inst. for Hongkong via the usual ports of call.

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SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 25TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,000, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$51, buyers
Bell's Asiatic Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Bank Corporation, Limited	60,000	\$12	\$12	\$144.
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9.50, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1251.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	Tls. 75	\$82, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 69.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 108.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$161, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$55, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$63, buyers
New Anson Dock Co., Limited	10,000	\$64	\$64	\$64.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 161.
FEWICK & CO., LIMITED	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$9.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$68 (old), sales
Hongkong Ice Company, Limited	8,000	\$25	all	\$38, buyers
Hongkong Rope Manufacturing Co., Limited	6,000	\$25	all	\$155, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$854, buyers
China Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 106, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$215.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$108, sellers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$91, sales
Kowloon Land and Building Co., Ltd.	6,000	\$30	\$30	\$30.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$461.
MINING.—				
Société Française des Charbon de Tonkin	16,000	Fos. 250	all	\$625, buyers
South Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$9, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, buyers
Philippine Co., Limited	50,000	\$10	\$10	\$6, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$135, buyers
Leson Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$33, sal. & buy.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$45, sellers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$223, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$4, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$25.
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$52, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Watson, Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	15,000	\$33	\$33	\$34, sellers
A. S. Watson & Co., Limited	50,000	\$100	\$100	\$105, buyers
Weissmann, Limited	175	\$10	\$10	\$4, buyers
United Asiatic Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 fltars	\$10	\$10	\$11, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Weihaiwei.	Astraea, 2nd class cruiser, 4,500 tons, 10 guns, 7,000 h.p., Captain F. E. C. Ryan, Weihaiwei.	Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, B.N. Weihaiwei.	Brantford, 1st class cruiser, 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. B. Bridgeman, Hongkong.	Briemart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. H. Noble, Weihaiwei.	Cadmus, British ship, 1,070 tons, Comdr. H. L. P. Healy, Shanghai.	Cherub, water tank and tug, 390 tons, 300 h.p., Master S. West, Hongkong.	Clio, British ship, 1,070 tons, Comdr. C. T. Borrett, Weihaiwei.	Fame, torpedo boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.	Flora, 2nd class cruiser, 4,560 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, cruising in Pacific.	Handy, torpedo boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.	Hart, torpedo boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monro, Weihaiwei.	Janus, torpedo boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.	Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 h.p., Capt. G. C. A. Marescaux, Weihaiwei.	King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lamont, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 h.p., Capt. L. Clinton-Baker, Weihaiwei.	Kinshira, river gunboat, 516 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.	Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. F. H. Walter, Borneo.	Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.	Moorehead, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.	Nightingale, river gunboat, 35 tons, 240 h.p., Lieut. Comdr. E. S. Roy, B.N., Yangtze.	Otter, torpedo boat destroyer, 385 tons, 6 guns, 5,500 h.p., Lt. Comdr. B. J. D. Guy, V.O.C., Weihaiwei.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. B. Tickell, West River.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.	Taku, torpedo boat destroyer Gunner Barlow, Hongkong.	Tamar, receiving ship, 450 tons, 6 guns, Commodore Lyon, Hongkong.
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HONGKONG TIDE TABLE.

From June 26th to July 2nd, 1909.

HIGH WATER.				LOW WATER.			
Day	Time	Height	Day	Time	Height	Day	Time
Sat. 26	6.55	10.5	Sat. 26	1.20	4.5	Sat. 26	6.55
Sun. 27	6.55	10.5	Sun. 27	1.20	4.5	Sun. 27	6.55
Mon. 28	6.55	10.5	Mon. 28	1.20	4.5	Mon. 28	6.55
Tue. 29	6.55	10.5	Tue. 29	1.20	4.5	Tue. 29	6.55
Wed. 30	6.55	10.5	Wed. 30	1.20	4.5	Wed. 30	6.55
Thurs. 1	6.55	10.5	Thurs. 1	1.20	4.5	Thurs. 1	6.55
Fri. 2	6.55	10.5	Fri. 2	1.20	4.5	Fri. 2	6.55

HONGKONG METEOROLOGICAL.

REGISTERED.

Hongkong Observatory, June 25th.

Barometer	Thermometer	Humidity	Wind Direction	Force	State
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od
29.78	81	77	SW	3	od

Highest open air temperature on 24th.....85

Lowest open air temperature on 24th.....78

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS. July to December, 1908. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

